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SOURCE

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1. Two barracks installations, occupied by air force soldiers, were located on the sides of the road to Orel (36°54'N/52°57'N), on the northern road from Kursk (36°14'N/51°14'N). The eastern barracks area comprised a four-story stone building and some smaller buildings and sheds. It was occupied by about 300 ground personnel from the large airfield northwest of the town. The western barracks comprised two four-story buildings, small buildings, and sheds. The flying personnel, about 200 men, were quartered there. This barracks never seemed to be occupied to capacity.
2. A large airfield was NW of the town, about 4 km from the barracks. It measured about 2,000x300 meters and had sheds and brick buildings. There was continuous flying, including some night flights. *
3. The 3,000x2,000-meter airfield was located about 3½ km east of the town and about 2 km southeast of the Kursk freight station. The runway was about 2 km long and could be clearly distinguished from the surrounding green area because of its gray color. Many hangars, workshops, quarters, etc. were on the borders of the airfield. Obstacle lights were seen.

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4. Flying activity: In addition to IL-2s and "Martin bombers" which were used for intensive individual flying, take-offs of jet fighters were observed. As many as 40 jet fighters were frequently observed taking off; they returned after about half an hour. As far as source remembers, the jet fighters had swept-back wings. The IL-2s had two tubes under the fuselage, each about 1.20 to 1.50 meters long and 15 cm in diameter. **
5. The airfield was 2 to 3 km east of the Kursk railroad station. Three buildings, probably former hangars which seemed to be destroyed, were on the western edge of the field.
6. An estimated 30 jet fighters were stationed at the airfield. Description: Single-seater, low-wing monoplanes, air inlet in nose; on the underside of the fuselage between the nose and the leading edge of the wing was a radiator-like attachment, 50 cm long, with openings at the front and rear, wings set far to the rear. Pilot's seat comparatively close to the nose, nose wheel, three "rods" projecting from the nose, one of them, which was remarkably long, set at the upper edge of the air inlet. Single flights and formation flights with up to nine airplanes were observed, but only by day. **
- 25X1 7. The airfield was about 3 km square and was located about 3 km north of Kursk, west of the railroad line to Tula (37°37'E/54°12'N). The road to Medveditsa (36°14'E/51°51'N) ran along the western edge of the field. Three large hangars were noticed there. *** On the southern edge of the airfield was a guardhouse and an underground fuel dump. A three-story building, believed to be the administration building, was on the eastern side of the field. A large hangar was north of the airfield.
- 25X1 8. About 70 twin-engine airplanes seemed to be stationed at the airfield. They were fitted with a remarkably large elevator assembly and a retractable landing gear. Single flights and formation flights of up to nine airplanes were observed.
- 25X1 9. The quarters of the crews were probably in Kursk, since the fliers were trucked to and from the town. *
10. The airfield of Kursk seemed to be located east of the railroad station. There was intensive flying with jet planes with pronounced sweptback wings, high rudder assembly and elevators fitted to the upper third of the rudder. The cabin seemed to be mounted far toward the rear. These airplanes were of the same type as those shown in a propaganda film in August 1949, "Air Force Day". **
11. The airfield was located about 2 km northeast of the railroad station of Kursk and had several buildings. The boundary lights were switched on during the night.
12. About 30 to 40 turbojet fighters and some single-engine and twin-engine planes were stationed at the field, which seemed to be a training field, since the jet fighters only circled the airfield. Description: Probably two power plants, since air inlet was divided and two clearly visible jet nozzles were fitted to the step of the fuselage. The turbojet engine formed the nose of the fuselage and the step of the fuselage was in line with the trailing edge of the wing. The leading edge of the wing was presumably straight, both landing gear and nose wheel were retracted inward, three weapons were mounted in the nose of the fuselage and one machine gun in each wing. **

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